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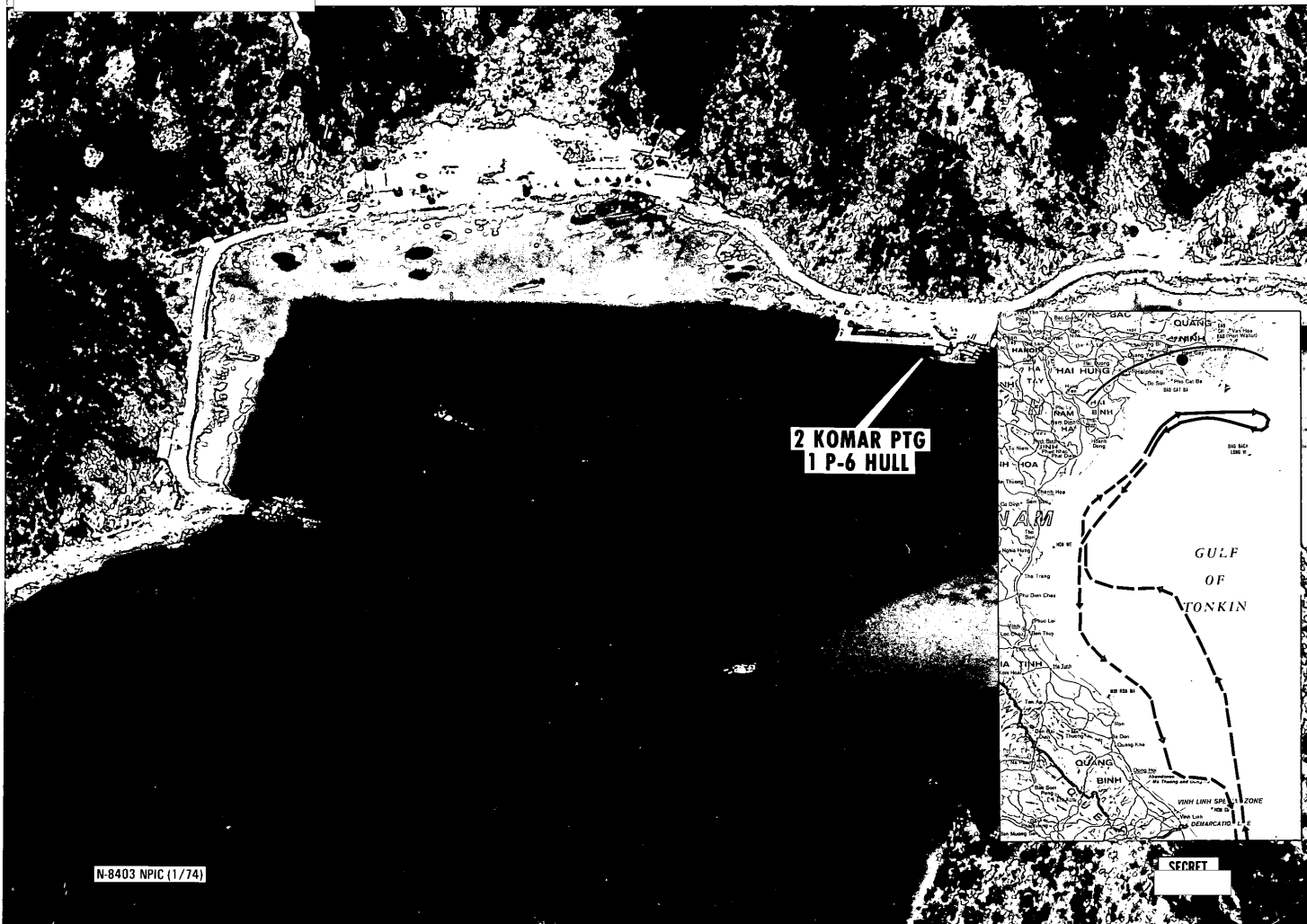
**KOMAR PTG
HA TOU, NORTH VIETNAM
22.5 NAUTICAL MILES FROM TRACK**

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N-8403 NPIC (1/74)

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REFERENCE TO: SCOPE SHIELD25X1
25X11. SIGNIFICANCE: PLANNED MISSION TRACK AND SELECTED PHOTOGRAPHS

FROM THE FOURTH SCOPE SHIELD MISSION

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2. LOCATION: SCOPE SHIELD MISSION PROVIDED COVERAGE
 OF THE NORTH VIETNAMESE COAST FROM APPROXIMATELY
 18° NORTH TO VINH THUC ISLAND, JUST SOUTH OF THE
 NORTH VIETNAM-CHINA BORDER.

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3. MISSION READOUT: SCOPE SHIELD MISSION
 (N-8401)
 SCOPE SHIELD MISSION PROVIDED THE BEST PERIPHERAL COVERAGE
 TO DATE OF NORTHERN NORTH VIETNAM. CLOUD COVER WAS APPROXIMATELY
 60 PERCENT, WITH 95 PERCENT OCCURRING SOUTH OF 20°-30°. THE AREA

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NORTH OF 20°-30' WAS ALMOST CLOUD FREE. THE INTERPRETABILITY OF THE PHOTOGRAPHY WITHIN 35 NAUTICAL MILES (NM) OF THE TRACK RANGED FROM FAIR-TO-GOOD WITH AN OVERALL EVALUATION OF FAIR FOR SATISFYING MOST INTELLIGENCE REQUIREMENTS. PHOTOGRAPHY BEYOND THIS RANGE WAS CONSIDERED UNUSABLE. INTERPRETATION OF THIS MISSION, LIKE ALL OBLIQUE PHOTOGRAPHY, WAS HAMPERED BY MASKING FROM TERRAIN, VEGETATION, AND BUILDINGS.

THIS MISSION PROVIDED NEW OR UPDATED INFORMATION ON SAM DEFENSES, NAVAL ORDER OF BATTLE, AND A NEW NAVAL ACQUISITION (SUCTION DREDGE) IN NORTH VIETNAM.

THE FOLLOWING IS AN EVALUATION OF THIS MISSION FOR SATISFYING EEI FOR SPECIFIC TARGET CATEGORIES. DUE TO THE HIGH INTEREST IN THE PORT CITY OF HAIPHONG AND IN THE FEASIBILITY OF PHOTOGRAPHING THE CITY FROM PERIPHERAL FLIGHTS, THE INITIAL PORTION OF THIS EVALUATION WILL DISCUSS THE EXTENT OF INTERPRETABILITY WITHIN THE CITY. THIS WILL

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BE FOLLOWED BY AN EVALUATION OF THE BALANCE OF THE MISSION FOR
SATISFYING THE SAME CRITERIA.

A. HAIPHONG COMPLEX:

THE ENTIRE HAIPHONG COMPLEX WAS IMAGED ON PHOTOGRAPHY OF FAIR
INTERPRETABILITY. THE PORT AREA WAS 36 NM FROM THE PLOTTED TRACK.
ALL LARGE MERCHANT SHIPS COULD BE EASILY COUNTED. THOSE UNIQUE
IN APPEARANCE, COULD BE CLASSIFIED. THE SAME WAS TRUE OF THE LARGE
VESSELS MOORED IN THE ANCHORAGES OUTSIDE THE MARITIME CANAL.
ALTHOUGH NO DECK CARGO WAS PRESENT, IT IS LIKELY THAT LARGE ITEMS
SUCH AS AIRCRAFT CRATES COULD BE IDENTIFIED. IT IS DOUBTFUL THAT
SMALLER ITEMS SUCH AS VEHICLES COULD BE DISTINGUISHED FROM NORMAL
DECK CLUTTER. ON THE DOCK, IDENTIFICATION OF LARGE ITEMS WAS HINDERED
BY BUILDING MASKING.

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SMALLER VESSELS SUCH AS SHANGHAIS, SWATOWS AND AKL'S, GENERALLY COULD NOT BE IDENTIFIED BY TYPE. THE OVERALL LEVEL OF ACTIVITY IN THE HARBOR COULD BE ASSESSED. HOWEVER, AN ACCURATE COUNT OF SMALL VESSELS IN THE HARBOR AREA WOULD BE IMPOSSIBLE. THEIR IMAGES TEND TO MERGE WHEN SEVERAL ARE MOORED IN CLOSE PROXIMITY TO ONE ANOTHER. THIS IS LARGELY DUE TO THE EXTREME OBLIQUITY.

NO IDENTIFICATION OF SIGNIFICANT PIECES OF EQUIPMENT WAS POSSIBLE IN OPEN STORAGE AREAS OR ALONG ROADS WITHIN THE CITY. SCALE AND OBLIQUITY WERE THE MAJOR CAUSES. GENERAL CLUTTER THROUGHOUT THE AREA AND BUILDING MASKING ADDED TO THE OVERALL PROBLEM. IDENTIFICATION OF NEW CONSTRUCTION/RECONSTRUCTION WITHIN THE CITY COULD ONLY BE DETERMINED IF THERE WERE MAJOR CHANGES. IT WAS POSSIBLE, FOR EXAMPLE, TO DETECT THE FURTHER RECONSTRUCTION OF THREE OF THE LARGE VERTICAL POL TANKS IN THE PETROLEUM STORAGE FACILITY WEST OF THE CITY.

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DETERMINING OPERATIONAL STATUS OF INDUSTRIAL TARGETS COULD ONLY BE ACCOMPLISHED THROUGH EXTERNAL FUNCTIONS SUCH AS SMOKE BEING EMITTED FROM THE STACKS. USING THIS AS A KEY, IT WAS POSSIBLE TO DETERMINE THAT THE CEMENT PLANT WAS OPERATING WHILE THE THERMAL POWER PLANT DIRECTLY BEHIND IT WAS NOT.

ROLLING STOCK AT THE HAIPHONG RAIL YARD COULD BE ACCURATELY COUNTED EXCEPT FOR THOSE PIECES MASKED BY BUILDINGS. THEY COULD NOT GENERALLY BE TYPED. HOWEVER, AT LEAST ONE LOCOMOTIVE WAS IDENTIFIED BY THE PRESENCE OF SMOKE COMING FROM THE STACK. IDENTIFICATION OF VEHICLES/PIECES OF EQUIPMENT WAS NOT POSSIBLE DUE TO SCALE, OBLIQUITY, AND MASKING.

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Page 6 of 16**B. LOGISTICS MOVEMENTS/VEHICULAR TRAFFIC ON LINES OF COMMUNICATIONS:**

THE PANHANDLE AREA OF NORTH VIETNAM WAS ALMOST TOTALLY CLOUD-
COVERED. A SMALL OPENING IN THE CLOUDS REVEALED A NUMBER OF SOUTH-
BOUND VEHICLES ON ROUTE 1A WAITING TO CROSS THE SONG CA (RIVER) AT
THE BEN THUY FERRY CROSSING. THESE VEHICLES, 27.5 NM FROM THE TRACK,
COULD EASILY BE IDENTIFIED AS TRUCKS. THE NUMBER AND DIRECTION OF
MOVEMENT COULD BE DETERMINED. HAZE WAS A PRIMARY FACTOR IN PRECLUDING
CARGO ASSESSMENT. COASTAL VEHICULAR ROUTES IN THE PANHANDLE WERE NOT
IMAGED BECAUSE OF CLOUD COVER. THE SERVICEABILITY OF THESE ROUTES,
INCLUDING SURFACE CONDITIONS AND BRIDGE REPAIR/RECONSTRUCTION, COULD
HAVE BEEN DETERMINED WITH LITTLE DIFFICULTY BASED ON THE OVERALL
INTERPRETABILITY OF THE MISSION.

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C. LOGISTICS FACILITIES:

THE HIGH INTEREST LOGISTICS-RELATED FACILITIES IN THE SOUTHERN PANHANDLE WERE OBSCURED BY HEAVY CLOUDS. THEREFORE, NO ASSESSMENT COULD BE ACCOMPLISHED.

D. WATERBORNE LOGISTICS:

NO MAJOR WATERBORNE LOGISTICS FACILITIES, OTHER THAN HAIPHONG, WERE IMAGED. THE WATERBORNE TRANSSHIPMENT FACILITIES, ANCHORAGES AND COASTAL WATERWAYS SERVING THE PANHANDLE AREA WERE CLOUD COVERED. THE COASTAL WATERS AROUND THE ISLANDS EAST OF HAIPHONG, HON GAI AND CAM PHA WERE COVERED. AN ASSESSMENT OF THE USUAL LIMITED LOGISTICS ACTIVITIES AT SMALL TRANSSHIPMENT POINTS AND WATER LEVEL CAVES COULD BE MADE. THE IDENTIFICATION OF SMALL LOGISTICS CRAFT WAS POSSIBLE WHEN NOT OBSCURED BY THE NUMEROUS ISLANDS IN THESE COASTAL WATERS. SMALL LOGISTICS CRAFT, SUCH AS SL-2 AND SL-7 AKL'S, AND SMALL

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COMBATANTS, SUCH AS THE KOMAR CLASS PTG'S, WERE IDENTIFIED AT THE HA TOU NAVAL ANCHORAGE, 22.5 NM FROM TRACK. VESSELS OF THIS SIZE COULD NOT NORMALLY BE TYPED AT HAIPHONG, 36 NM FROM TRACK.

E. DETECTION OF MILITARY BUILDUP:

HEAVY CLOUDS IN THE PANHANDLE PRECLUDED ASSESSMENT OF KNOWN EQUIPMENT CONCENTRATIONS AND THE DETERMINATION OF ANY MILITARY BUILDUP IN THE AREA.

F. SAM/COASTAL DEFENSES:

NO NEW SAM SITES WERE FOUND ON THIS MISSION. ONLY SIX OF THE 34 KNOWN SAM SITES WITHIN 35 NM OF THE AIRCRAFT TRACK WERE OBSERVED IN CLOUD-FREE AREAS. FIVE OF THESE SITES WERE UNOCCUPIED. ONE SITE, 30 NM FROM TRACK, WAS OCCUPIED WITH UNIDENTIFIED PIECES OF EQUIPMENT. THE SITE WAS CONSIDERED NON-OPERATIONAL BECAUSE OF THE ABSENCE OF EQUIPMENT IN THE CENTRAL GUIDANCE AREA.

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AN OCCUPIED COASTAL DEFENSE SITE WAS OBSERVED ON THE DO SON PENINSULA, 17.5 NM FROM TRACK. THE SITE CONSISTED OF TWO FIRING POSITIONS EACH OCCUPIED WITH AN UNIDENTIFIED PIECE OF CANVAS-COVERED EQUIPMENT. MORE REFINED INTERPRETATION OF THIS EQUIPMENT WAS HINDERED BY IMAGE MOTION ON ONE OF THE TWO FRAMES USED FOR STEREO VIEWING. THE FACILITY WAS IMAGED AGAIN IN STEREO ON THE RETURN FLIGHT AT 30 NM FROM TRACK. FURTHER ANALYSIS COULD NOT BE MADE FROM THIS PHOTOGRAPHY.

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HAIPHONG COMPLEX
NORTH VIETNAM
20-52-00N 106-41-40E
36 NM FROM TRACK
(N-8404)

THE HAIPHONG COMPLEX WAS OBSERVED ON FAIR PHOTOGRAPHY. THE LEVEL OF ACTIVITY APPEARED MODERATE.

SEVEN MERCHANT SHIPS WERE MOORED AT THE CHAMBER OF COMMERCE WHARF (SEE N-8407). ONE LARGE SUCTION DREDGE (NEW) AND ONE ARSD (SALVAGE LIFTING SHIP) WERE MOORED AT HAIPHONG SHIPYARD NO. 1 [REDACTED] (SEE N-8409). NO DECK CARGO WAS OBSERVED. NO MILITARY EQUIPMENT WAS OBSERVED ON THE WHARVES OR IN OPEN STORAGE WITHIN THE CITY.

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CONTINUED RECONSTRUCTION OF THREE VERTICAL POL TANKS WAS OBSERVED AT THE HAIPHONG PETROLEUM PRODUCT STORAGE FACILITY [REDACTED]

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SEVENTEEN PIECES OF ROLLING STOCK INCLUDING ONE LOCOMOTIVE WERE
OBSERVED AT THE HAIPHONG RAIL YARD AND SHOPS ([REDACTED])
NO MILITARY EQUIPMENT WAS DISCERNIBLE AT THE RAIL YARD.

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ALSO, THE HAIPHONG CEMENT PLANT [REDACTED] WAS OPERATING
WITH FOUR OF THE FIVE STACKS EMITTING SMOKE.

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HAIPHONG PORT FACILITY
NORTH VIETNAM
20-51-57N 106-41-43E
36 NM FROM TRACK
(N-8407)

NO MILITARY EQUIPMENT WAS OBSERVED. THE FOLLOWING MERCHANT SHIPS
WERE IDENTIFIED AT THE PORT FACILITY [REDACTED] : ONE KEYLA
CLASS (UR), ONE LIAO YUAN CLASS (CH), TWO FRIEDEN CLASS (GE), ONE
PADEREWSKI CLASS (PO), ONE ANDIZHAN CLASS (UR), AND THE HUU NGHI (VN).

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NEW SUCTION DREDGE
HAIPHONG SHIPYARD NO. 1
20-52-20N 106-42-12E
36 NM FROM TRACK
(N-8409)

THE EX-WEST GERMAN SUCTION DREDGE TRANSMUNDUM 4 WAS OBSERVED FOR
THE FIRST TIME IN NORTH VIETNAM. IT WAS MOORED AT HAIPHONG SHIPYARD
NO. 1 [REDACTED] THIS DREDGE HAS A LENGTH OF 312 FEET AND A
WORKING DEPTH OF 16 1/2 FEET. IT WAS RECENTLY ACQUIRED BY THE
NVN AND WILL SIGNIFICANTLY INCREASE THEIR DREDGING CAPABILITIES.
THE NEPTUNE CLASS ARDS "HA LONG" WAS ALSO OBSERVED AT THE SHIPYARD.

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CAT BI AIRFIELD
NORTH VIETNAM
20-40-01N 106-43-46E
32.5 NM FROM TRACK
(N-8406)

NO AIRCRAFT WAS SEEN AT THE AIRFIELD. SEVEN OBJECTS WERE OBSERVED
ON THE RUNWAY. [REDACTED], FIVE PROBABLE HARK
HELICOPTER CRATE PALLETS AND TWO PROBABLE HIP "C" CRATES WERE OBSERVED

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IN THE SAME POSITIONS ON THE RUNWAY.

HAIPHONG SAM SITE A17-2 (VN34)

NORTH VIETNAM

20-47-11N 106-42-22E

30 NM FROM TRACK

(N-8402)

THIS SA-2 SAM SITE CONSISTS OF SIX REVETTED LAUNCH

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POSITIONS AND A REVETTED GUIDANCE AREA. THREE OF THE LAUNCH

POSITIONS WERE OCCUPIED WITH UNIDENTIFIED PIECES OF EQUIPMENT.

THE GUIDANCE AREA WAS UNOCCUPIED.

KOMAR PTG

HA TOU NAVAL ANCHORAGE

NORTH VIETNAM

20-56-28N 107-08-43E

22.5 NM FROM TRACK

(N-8403)

TWO KOMAR CLASS PTG AND ONE P-6 HULL WERE AT A SMALL WHARF AT THE HA

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TOU NAVAL ANCHORAGE

THIS WAS A REDUCTION OF ONE

KOMAR FROM THE NORMAL FORCE SEEN AT THIS LOCATION. CONCRETE BLOCKS,
EXTENDING THE WHARF AN ADDITIONAL 160 FEET, WERE BEING EMPLACED.

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DO SON COASTAL DEFENSE SITE

NORTH VIETNAM

20-42-05N 106-46-46E

17.5 NM FROM TRACK

(N-8405)

AN OCCUPIED COASTAL DEFENSE SITE WAS OBSERVED ON THE DON SON
PENINSULA. IT CONTAINED TWO FIRING POSITIONS. EACH WERE OCCUPIED
WITH AN UNIDENTIFIED, CANVAS-COVERED, PIECE OF EQUIPMENT. ANOTHER
PIECE OF EQUIPMENT, SIMILAR IN APPEARANCE TO AN SA-2 LAUNCHER, WAS
OBSERVED IN A GRADED FIELD NORTHWEST OF THE SITE. AT LEAST FIVE
PIECES OF UNIDENTIFIED PROBABLE SUPPORT EQUIPMENT WERE SEEN AT THE
SITE.

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VEHICLE CONVOY
BEN THUY FERRY CROSSING
NORTH VIETNAM
18-38-20N 105-42-35E
27.5 NM FROM PLANNED TRACK
(N-8408)

AT LEAST 12 TRUCKS WERE LOCATED ALONG ROUTE 1A ON THE NORTH BANK
OF THE SONG CA (RIVER) AWAITING FERRY TRANSPORT.

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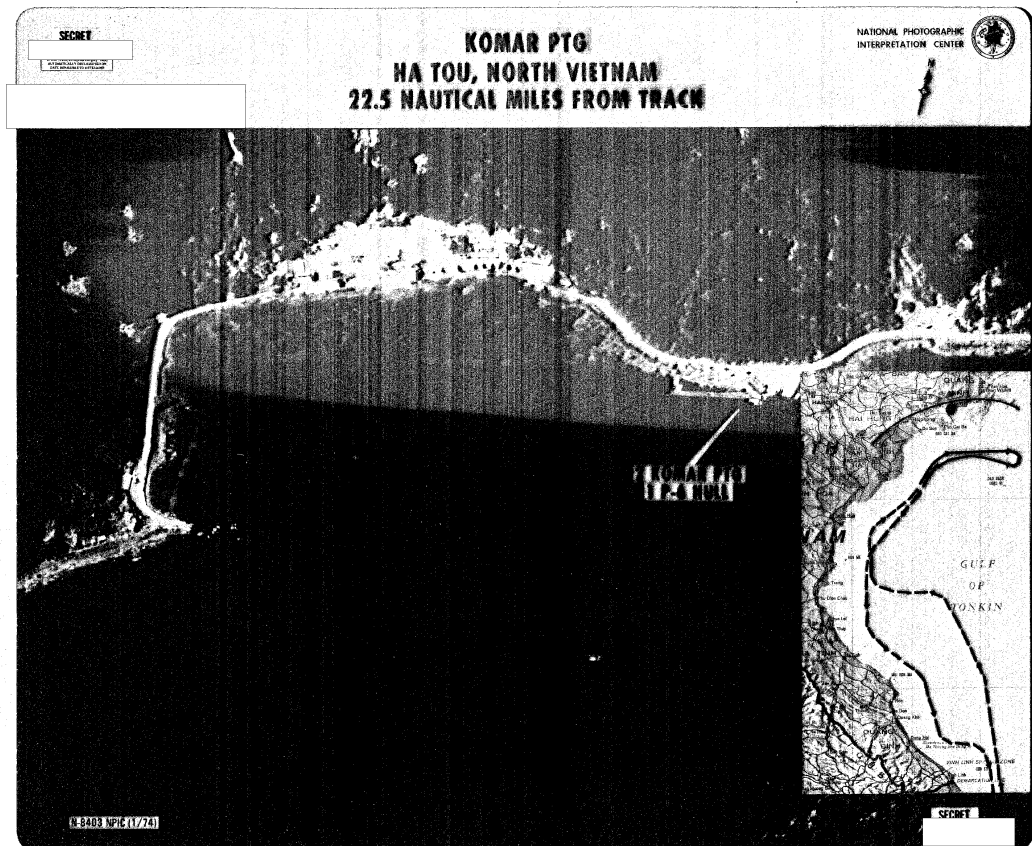
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